

## SUMMARY.

CLOSED TO-DAY. EIGHT-HOUR DAY.  
LONGCLOTHES—MADAPOLAM.  
WITH A WORLD-WIDE REPUTATION.  
AT FARMER'S.

For over a century 'Moresco's' name applied to Calicos, Longshoos, Madapalam, etc, has stood for the best in the world produces. To-day with the still further increase that Farmer's reputation of over 20 years for sterling value and irreproachable quality gives.

The setting is held in Paris that hostilities will not develop to any great extent, owing to the forces being unequal.

It is admitted, however, that the rupture may possibly have a serious effect in the Balkans.

Albania is arming, and renewed trouble is threatening.

It is reported that Turkey intends to demand the Greeks shall relinquish future claims in Crete.

Great is mobilising, and the Porte has decided to strengthen its troops on the frontier.

The Ottoman Cabinet has resigned. Said to have been appointed Grand Vizier.

The British Mediterranean Fleet has been ordered to Malta.

War has declined on the announcement.

The German is seeking assurances as to the method of executing the economic provisions of the Monroe agreement.

A speech by the First Lord of the Admiralty has resulted in violent Anglophile comments in the Berlin press.

The death is announced of Lord Northcote, former Governor-General of the Commonwealth.

Mr Thomas B. Crosby, M.D., has been elected Mayor of London.

Post and mountage has broken out in Germany.

The English cricket team has sailed for Australia.

During the crush at St. Pancras station Mr. Warner had his pocket picked, the party's dinner tickets being stolen.

Aeroplanes are being equipped in Germany for photographing an enemy's entrenchments.

The coal owners and miners, at a joint conference, failed to reach a settlement of wages for the miners.

All the small harbours in Dublin are closed except the strait, and there is great privation in the poor districts.

Lord Derby presented Coronation medals to Major Russell's Victoria cedars.

As the result of an inquiry, the officers of the Fleets have been exonerated.

It was found that the wreck was due to an abnormal current.

Two towns in Pennsylvania have been wiped out through the agency of a disease.

The English Rugby League team defeated the Bradford Rangers at Manchester.

Today's Eight-Hour procession is expected to be the best ever held in Sydney.

No fewer than 32 societies are taking part, sight of the first time.

The Eight-Hour banquet at the Trades Hall on Saturday night drew together a large and representative gathering.

Mr. Fisher declared that he would submit the referendum again. He will have the united support of State members.

Interest rates are now nearly all branches of the Bank of England for the quarter, except the land.

Indemnation is felt in Liberal circles at West. Mairies of the Labour tactics in regard to the electoral rolls.

The Labour candidate has not yet been selected.

The Liberals are getting to work, and Major Mairies is regarded as certain to receive the support accorded to the late member.

There was a record attendance on the opening day of the J.C.C. Spring meeting.

The Derby, as won by Cisco by two lengths from Jasmin with Ladies' Man third.

The Royal Handicap fell to an outsider, Vol. the one which the turf could afford.

The winter exhibition at the show ground was opened by the Governor-General on Saturday.

Several attractive cards, including one valued at \$100, changed hands.

A stoppage of work is threatened at the Baltic coal mine, owing to a change in the conditions of working.

The Mount Lyell is extending, and engineers are to come out on Wednesday.

In the meantime an application is to be made to the Arbitration Court for a compulsory award.

The members of the Leagues Union at Perth are asking for an increase, owing to the extra cost of living.

The brickmakers' strike at Perth has been settled, and the men are to resume work to-day.

Mr. Fisher was asked for a special grant to enable the Paddington Council to carry out its scheme to re-erect Victoria Barracks.

That was referred to by the deputation of the members of the Eastern Suburbs in regard to Government buildings.

John Birkin, who was sentenced to two months on a charge arising out of the Litigation, has been released.

The officers on several coastal steamers in New Zealand have ceased work, being dissatisfied with the award.

The cricket season was opened on Saturday.

The most interesting feature was the collapse of the premises against Central Cumberland.

The premiership pennant, "which was won by the Gordon, was unfurled at Chatswood.

The sailing season was opened on Saturday.

Lions won the Sydney Flying Squadron's cup.

Mr. Halland was the fly-casting champion.

Mr. C. H. Gorrie was the runner-up.

The Sydney Rifle Club made a splendid showing for the shooting for the Governor's Cup on May 2.

New freight steamers have been ordered by the Norddeutsche-Lloyd Company's London trade.

"Dionysus" was successfully produced at His Majesty's Theatre on Saturday evening.

Mr. Fisher was to come out on Wednesday.

The new wharf scheme for Fremantle, which will involve an expenditure of \$100,000, has been approved.

Mr. John Kirk, who arrived in Sydney yesterday, he said, "the a stream of young life comes from the old land into this country."

Mr. Fisher says that it will be some years before the Federal Parliament is transferred.

The medical scientific expedition to North-West Australia left Brisbane on Saturday.

Rev. Mr. Gairford, speaking before the dining brotherhood, denounced preference to any class.

A movement of horses was recorded in Sydney market on Saturday. Silver shares again rose in value.

Warm and sultry generally, with scattered thunderstorms. Yesterday.

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AT LOW RATES OF INTEREST,  
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BRISBANE, and NEWCASTLE.

—HORACE BENNETT,  
General Manager.

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61 GLENFIELD-ROAD, GLENFIELD.

If you are in need of money, the chief  
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and a safe place to invest your money. We offer  
you a safe place to invest your money for a period  
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£100 for £2. — £5 weekly.

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BY EASY TERMS.

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THE high reputation enjoyed by MARTELL'S BRANDY is the result of success, steady, continuous, unchecked, during a period of nearly 200 years.

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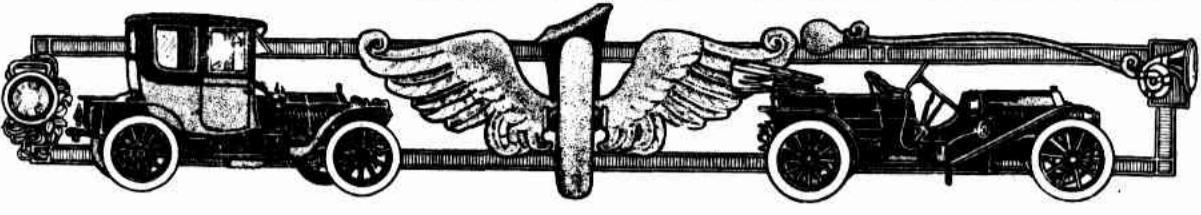
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Than other makes on the Market.

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# THE EVOLUTION OF THE MOTOR



The number of cars on view at the Automobile Show, opened on Saturday at the Agricultural Show-ground, and the number of firms doing business in that industry, were only appreciated by a visit to the exhibition. Samples of the production of the chief manufacturers of Europe and America are to be seen, and as most people are more or less interested in automobiles, this first attempt to hold a real motor show should be a great success, both from a spectator and a business point of view.

The writer's recollections of the first motor shows in London and Paris are still very vivid, and 15 years' close connection with the automobile movement in all its phases, both in Great Britain and the Continent of Europe, has indelibly impressed upon his mind the rapid success of the improvements which have taken place since the passing of the Light Locomotives Act, of August, 1896.

Events have moved very rapidly in the 15 years which have passed since the introduction of the automobile, and it is only the person whose whole time has been engaged in automobile work who can keep abreast of the improvements. Modifications in design and principle of the various models, the gradual increase in speed, the introduction of the reduction of metals and the introduction of new metals, the creation and adoption of accessories, the introduction of new precision tools and machinery, which became necessary for the fine work in automobiles, and the thousands of details—all have had their share in bringing the motor car up to the point at which it can be purchased to-day.

At the beginning of 1897 the only cars in the British Isles were those few imported by the promoters of the industry, and the main roads of the country had never been traversed by them.

SOME EARLY SAMPLES.

Amongst these early samples were included an original "Daimler," the famous "steam car," which, when the Parisian "Prix de l'Automobile" was given in 1896, a year after the reversing bevel wheel had been put into position, as previously explained.

The speed at 750 revolutions of the engine was 10 miles per hour, and 16 miles per hour, and, as may be imagined, with such a heavy vehicle and small engine, the driver was compelled to use a hand lever, the smallest instant meant a reduction from high gear, and an ordinary hill was climbed on first speed or four miles per hour walking pace. Abnormal as this was, it was not unusual.

To start the car, pressure was first pumped into the petrol tank, which was carried under the frame; methylated spirits were poured into the tank, and when the pressure was on the petrol was turned on to the burners it would vaporise, and give a Bunsen flame to heat the ignition tube. It was necessary to turn the engine by hand, and a small oil lamp was held over the carburettor to give a little heat before the engine would start. The burners were a great source of trouble, as they often got "stopped up," or were blown out if a wind were up, and then the engine would stop.

THE FIRST LONG TRIPS.

A journey in one of these early cars was an undertaking to be carefully considered before being undertaken. Not one thought of starting on a 100-mile tour without seeing that a good kit of tools and a few arms of spaces were in the car, and that the car was in good condition. Two spare cylinders, two spare burners and a dozen wicks and pricker, two inlet valves and exhaust valves, a collapsible oil can, a small oil lamp, a pair of pliers, a pair of split pins, spanners, file, hammer and chisel, a small vice, steel wire, some rope, spare chain and a few pins, a spare brake-shoe, a pair of leather gloves, a small can of much asperous petrol as can be stored away, and any odd pieces of material that might be required in case of emergency.

The collapse of the early car was an indispensable article, as 15 to 20 miles was as much as any man expected to travel without refilling with petrol, and when the car was in use, and although 16 gallons of water was carried for cooling purposes, it boiled and ran out steam at the back of the car within 12 miles, and the car had to stop, and as much asperous petrol as can be stored away, and any odd pieces of material that might be required in case of emergency.

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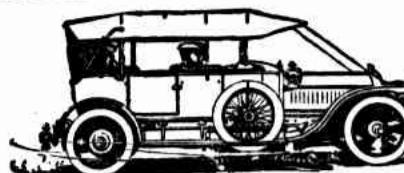
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## BICYCLES AND MOTOR CARS.

## AUTOMOBILE EXHIBITION.

STAND No. 24.  
THE EXHIBIT "DE LUXE."

The Famous  
BRITISH  
SPECIAL 15-H.P.  
AMERICA'S  
FAVOURITE  
THE SPECIAL 15-H.P.  
OF FRANCE  
THE TOURIST  
"ALCONITE"  
BRITISH-MADE  
THROUGHBREED  
"NAPIER"  
"STRAKER SQUIRE"  
"BUICK"  
"MASS."  
"BURTC."  
"LEYLAND" WAGGONS.

SOLE AGENTS:  
ALICK McNEIL AND MCINTOSH, LTD.,  
105-106 ELIZABETH STREET, SYDNEY.

## THE FAMOUS SCHEBLER CARBURETTOR

WILL NOT BE SPECIALLY EXHIBITED

BY US

## AT THE MOTOR SHOW

BUT WE WILL BE PLEASED TO GIVE ALL  
INTERESTED  
FULL PARTICULAR, BOOKLET, AND PRICE LIST,  
AT OUR SHOWROOM.OVER 400,000 SCHEBLERS GIVING  
SATISFACTION DAILY.SPECIFY THE SCHEBLER FOR YOUR NEW CAR,  
OR INSTALL IT ON YOUR OLD ONE, AND GOOD-  
BYE TO CARBURETTOR TROUBLE.SCHEBLER COMPACTS EFFICIENCY, RELIABILITY,  
ECONOMY, AND SIMPLICITY.

ROBERT C. SWAN AND CO., LTD.,

105-106 Pitt-Street, Sydney.

THE HOUSE FOR MOTOR ENGINEERS' SUPPLIES.

## BENNETT &amp; WOOD AT THE MOTOR SHOW.

## INSTRUCTIVE AND INTERESTING EXHIBIT.

WORKING MODEL OF RIDGE MAGNETO (all types).

WHITE AND POPPE CARBURETTORS to suit Cars.

BRAMPTON'S NEW SILENT CHAIN.

PRITCH'S MOTOR OILS and GREASES (all Grades),

and a few Selected Sundries out of the largest stock

of Motor Accessories in Sydney.

## THE MOST REMARKABLE EXHIBIT OF ALL

is the newest model of a Two-speed Brougham, showing the whole of the interior working parts of the motor actually at work. This will be worth a trip to the Agricultural Ground, and should prove of paramount interest to motor cyclists and those intending to purchase motor cycles.

Special Model of the Speedwell 5-6-h.p. 4-cylinder Motor Cycle, with free engine, and the 34-h.p. Speedwell Trophy Model, also standard model with free engine and two speeds.

BENNETT AND WOOD, LTD.,

SHOW GROUND STANDS 41 AND 42.

SHOW ROOMS, CORNER PITT AND BATHURST STREETS, SYDNEY.

REX

## INCANDESCENT KEROSENE GAS LAMP.

## THE KING OF LAMPS.

UNRIVALLED FOR BRILLIANCE,  
RELIABILITY,  
AND ECONOMY.

COME TO THE MOTOR SHOW AND SEE THEM.

SOLE AGENTS:

S. & B. MOTOR CO.,  
KIRKETON-ROAD, DARLINGHURST.

VISIT STAND No. 13.

15,000 MILES.

POINTS FOR STUDY

CONCERNING THE 15,000 MILES TRIAL (UNDER R.A.C. OBSERVATION) OF THE

J. D. SIDDELEY TYPE DEASY.

(See R.A.C. Certificate, No. 229)

The total distance without an involuntary stop was 15,000.4 miles, of which 14,925 miles were covered on Brooklands racing track at an average speed of 31.1 miles per hour—a speed and test impossible on any other track. The total time occupied in adjustments was 16 miles, 6 secs.

This marvellous result, in a trial equal to three years' ordinary use by the private motorist, has justified the full claim we have made for the J. D. Siddeley Type Deasy in respect to Reliability, Consistency, and Economy. The total cost of general repairs necessary was under 42.

ROLE MAKERS:

THE DEASY MOTOR CAR MANUFACTURING CO., LTD.,  
COVENTRY.THE GREAT EASTERN MOTOR CO., LTD.,  
AGENTS FOR N.S.W.

NO OTHER MAKER CAN PRODUCE A CAR AS GOOD AS

## "THE OVERLAND"

AND SELL IT AT THE "OVERLAND" PRICE WITHOUT LOSING MONEY.

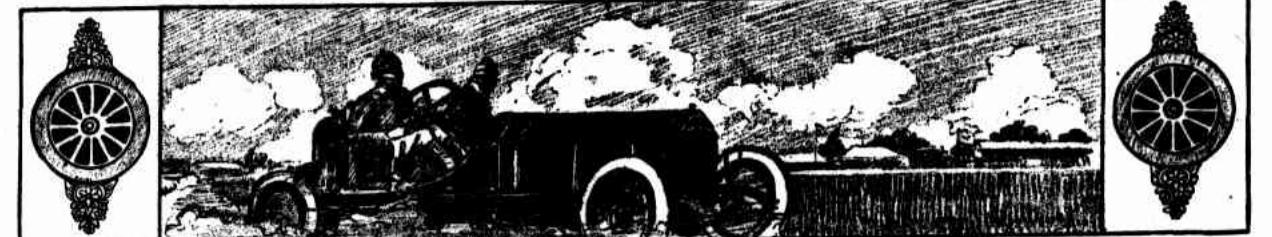
No special models will be shown, just the regular stock Cars, no different in any way from the Cars you buy.

THE CO-OPERATIVE MOTOR SOCIETY, LTD.,

PHONE, CENT. 3716.

45 HUNTER-STREET, SYDNEY.

## SYDNEY'S FIRST MOTOR SHOW



USTRALIANS  
are so far re-  
moved from  
the world's  
great moving  
center that they take  
a long time to  
wake up to a  
recognition of  
the fact that  
modernity does  
not stand still,  
and that pro-  
gress is the  
spirit of the  
age. When we  
come to think of  
the condition of our public  
roads in comparison with other countries  
we have to admit that we are still  
in a Rip Van Winkle sleep, from which it is  
high time we awoke. Considered more  
particularly in regard to motorizing, we are  
very far indeed behind the times.

Despite the rapid march of the motor—so  
rapid that it is fast superseding all forms  
of transport—many of our local auth-  
orities would seem almost to be unaware of the  
existence of such a thing as a motor car, as  
the state of the roads is to be taken as a  
criterion.

Just as the condition of the roads  
in the days when Cobb & Co. made  
amazing roads was good enough for us twenty  
years ago, so the roads we are contented  
with, or at least put up with, twenty years  
ago are not good enough for us to-day. Yet  
what is being done?

It is the opinion of many who use the  
whole, the run is a good one in fine weather,  
but the bad patches on the roads give a  
good deal of trouble; another is on the  
other side of Cooma. If the districts con-  
cerned want to encourage tourism and even  
the growth of the motor trade, more  
attention should be given to these spots some attention.

The Ustralian roads are so bad that  
motorists have difficulty in getting a  
motor car to start, and in making a  
detour, joining the road again at the bridge.

They should not, however, be obliged to do  
this.

These shires that pay no regard to the  
construction of their roads should pay attention  
to the position. They do not know, perhaps,  
that the Automobile Club of Australia has  
such a thing as a "black list" of roads.

They do not know that the roads of the  
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goodness for them to be used.

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Mr. (Laughter). These 20 years had made changes, and with these an increase in labour representatives, and the same false prophets were still at work. He had to do more, to show more vim and determination than ever. Lessons of history were nothing to them, and they would hardly admit that their own people were better than others. He had to do more now, and again in their anger, he ventured to say that the aggregate of the people of Australia were better than others, and had better qualities of mind than any other nation (Cheers). Their critics told them that, if they went on like this, a collapse must come, and they would suffer, but put their opinions aside, and he would stand by them (Applause). Speaking on behalf of the Federal Government and party, they would take care that these prosperous years would not make them forgetful of the poor, the out-of-the-teaching masses, when lean times came (Applause). And in this connection they had in their Australian, no less a fund made up of the best of the nation, the country, the state, the issue, so that it could be held in reserve against any national calamity, or, what was better, provide for the reduction and extinction of their national indebtedness (Applause).

#### "EVERY ON THE FARMER."

Their opponents had one eye, and he thought both eyes, on the farmers, and their voice was that the farmers would not be able to compete with the foreigner, and that would destroy their industry. It would not (Applause). They would prosper, and perhaps a little more than others. Who were these people who were so anxious to support the farmers? People who had fought them, and were behind the squatters, preventing the farmers from getting a fair deal (Applause). And the team received a further ovation at Tilbury.

Sept. 29. **TOASTING THE TEAM AT ST. PANCRAS.**

A huge crowd of spectators farewelled them at St. Pancras Railway Station. Amongst those present were Lord Harris (Kent), Lord Hawke (Wales), Sir J. Hall (Yorkshire), Messrs. C. B. Fay (Hampshire), H. G. L. Lee (Somerset), Mr. G. E. Green (Berkshire), President of the Marylebone Club, J. R. Marco (Kent), A. E. Stodart (Middlesex), and many county cricketers. Mrs. P. F. Warner was accompanying the team.

During the crush at St. Pancras railway station Mr. Warner's inner pocket was picked, the thief securing some valuable papers and the party's steamer tickets.

Mr. Warner's sister-in-law also lost a diamond-studded watch.

Sept. 29. **ROASTING THE TEAM AT ST. PANCRAS.**

Toasting the team at St. Pancras, Lord Harris said that he believed, with a little luck and good health, the team would be successful. He hoped it would bring back the ashes. Mr. Warner thanked the Marylebone Club for its consideration. The team was facing a heavy task, as the Australians were particularly strong, and had great resources to draw upon.

The team received a further ovation at Tilbury.

Sept. 29. **THE OVALIE.**

The Ovalie is due at Adelaide on November 4, and the English team will commence their tour at the city of choice on the 16th of that month. The pocket-picking incident recalls the theft of A. E. Stodart's watch at Brisbane during the 1897 tour. His loss was replaced by the Marylebone Club and Sydney Cricket Ground authorities.

INTERNATIONAL RUGBY.

AUSTRALIAN TEAM'S THIRD VICTORY.

Sept. 30. **LONDON.**

The Australasian Rugby team defeated Broughton Rangers at Manchester by points to 8. There was an attendance of 1,000.

C. McMurtry (forward) scored the first try for Australasia, A. R. H. Francis converting. Broughton Rangers equalized the score, then C. J. Russell scored another try, which he also converted. Before the interval the home side scored another try.

The Australasian team attacked vigorously during the second half, Hallett and Francis scoring tries, and won by 18 points (three goals four tries) to 8 points (one goal two tries).

There are many grafting features about this victory. The Broughton Rangers were the first club team to meet the Australasians, and they were quite unable to do them justice. It was more difficult to defeat than either of the teams already defeated. The fact that A. R. Francis has struck form as a fullback, a man of great physique, and K. Kangaroo was defeated by the Broughton Rangers by 14 to 12 (2 tries 3 goals to 2 tries 4 goals).

ENGLISH BILLIARDS.

Sept. 30. **LONDON.**

The billiard match, 15,000 up, between George Gray (Australia) and W. Cook (England) resulted in a win for the former, who ran his points with Cook who was in receipt of 6000, to 11,530. Gray made a break of 115.

[George Gray has now been 12 months in England, and has made 24 breaks of over one thousand, and his highest break is 11530. Fred Lindrum, the Australian champion, is the only other living billiardist who has scored a thousand, and he has only one such performance to his credit. It is more likely that a match will be arranged during the present season between Gray and H. W. Stevenson, the world's champion.]

FLYING TRAGEDY.

Sept. 30. **BERLIN.**

Captain Nagelhart, an experienced airman, fell from his aeroplane at Johannisland, and succumbed to the injuries he received. A passenger riding with him, Herr Seydel, was taken to the hospital unconscious.

IN A HURRICANE.

Sept. 30. **THE WOOL SALES.**

Sept. 30. **LONDON.**

At the wool auctions this afternoon there was a good sale at full opening rates.

Sept. 30. **PRICES OF THE CLIPS.**

The French mohair steamer *Pacifique*, which arrived in Sydney yesterday from Noumea, brought news of the arrival there, on September 20, of the French barque *Brenn*, 1950 tons, after undergoing sensational episodes on the voyage from Callao to the South Seas. It was thrown on 13 and 14, south of the equator, and almost at once on her beam-ends, and she remained in that position for two days. As she rolled, her mainyards dipped the water. Her sails were carried away, the boats smashed and washed overboard, and the flying-brides also washed overboard, and the flying-brides also washed overboard. The gallant crew, who had been fighting the tempest, were scattered like the leaves of a tree. It was found that the crew had not been paid for the last month, and the captain had to give them a ration of biscuits and a small sum of money to keep them from starving.

Sept. 30. **THE WOOL SALES.**

Sept. 30. **BARQUE'S THRILLING VOYAGE.**

ON HER BEAM ENDS.

NO FOOD OR SLEEP FOR 70 HOURS.

Sept. 30. **THE FRENCH MALL STEAMER PACIFIQUE.**

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Sept. 30. **THE WOOL SALES.**

Sept. 30. **GENERAL CABLE NEWS.**

Sept. 30. **LONDON.**

Frank Wootton, a wool merchant, was shot dead at Newmarket, Essex, to-day, when the horse he had been riding, a gelding, bolted and ran into the stables of the London and North Eastern Railway. The horse was shot dead, and the driver, Mr. J. W. Watson, M.L.C., urged the police to arrest the man, who was a member of the International Workers' Association.

Sept. 30. **THE WOOL SALES.**

Sept. 30. **GENERAL CABLE NEWS.**

Sept. 30. **TO-DAY'S PROCESSION.**

Sept. 30. **GROUPING OF THE UNIONS.**

Sept. 30. **INTERESTING COMPETITIONS.**

To-day's procession, with the banners and displays of the unions taking part, will be the last to be seen in the streets of Sydney. No less than 72 societies are taking part, at least eight of them for the first time, and about a third of them are new. The total number of men in the procession is an enormous crowd was attracted to the Olympia Annex, the meeting of the above pair. The effect lasted less than an hour, and the union leaders were then seen to be well received.

The procession will start punctually at 9.30 from the Town Hall and will proceed by Park, Pitt, and Flinders streets to the Agricultural Ground.

There is a keen competition for the prizes awarded for displays this year, and five aeroplanes with cinematographs for the purpose of photographing the entrenchments of an enemy.

CAPETOWN, Sept. 30.

The commission appointed by the Government to inquire into the disappearance of £60,000 worth of gold at the East Rand proprietary mine during treatment in the crystalline plant has been withdrawn, as it was connected with his department's Minister for Labour. Mr. Carmichael, on being applied to, said that he had been unable to give an explanation, and had nothing to communicate. Mr. G. O'Brien, beyond stating that an explanation was to have been given to the Lieutenant-Governor by the Attorney-General, also had nothing to say.

PARIS, Sept. 30.

A woman has been arrested for burying a baby alive in a cemetery. She is suspected of having committed a similar crime in 1910.

WOLFE'S SCHNAPPS.

A Pure-Spirit-Ale.

#### THE ENGLISH CRICKETERS.

DEPARTURE FOR AUSTRALIA.

P. F. WARNER'S POCKET PICKED.

Sept. 29. **LONDON.**

The Marylebone Club's English team of cricketers left Tilbury to-day in the Orvis for Australia. A huge crowd of spectators farewelled them at St. Pancras Railway Station. Amongst those present were Lord Harris (Kent), Lord Hawke (Wales), Sir J. Hall (Yorkshire), Messrs. C. B. Fay (Hampshire), H. G. L. Lee (Somerset), Mr. G. E. Green (Berkshire), President of the Marylebone Club, J. R. Marco (Kent), A. E. Stodart (Middlesex), and many county cricketers. Mrs. P. F. Warner was accompanying the team.

During the crush at St. Pancras railway station Mr. Warner's inner pocket was picked, the thief securing some valuable papers and the party's steamer tickets. Mr. Warner's sister-in-law also lost a diamond-studded watch.

#### SYDNEY'S COAL MINE.

A DEADLOCK.

THREATENED STOPPAGE OF WORK.

Sept. 29. **LONDON.**

No fewer than 112 men were recently dismissed from the Colliery coal mine. Retrenchment is being overseen by the manager, and it is not at all clear what has been done to lead to this important step. It was stated some time ago that important developmental work then in hand was only preliminary to the mine being opened out so as to produce a very large output. The coal is in the mine, and it is quality at least as good, as it is not, better than the coal of the South African. A complaint, however, has been made that the method of working is responsible for a good deal of waste, and in accordance with the Act the colliery manager has given the notice that he intends to work under new conditions via "fork-lifting," which it is believed, will turn out the coal a good deal cleaner than at present. This notice expired yesterday, and the miners are to meet to decide what is to be done. It is understood that the 50 employed a short time ago, and it is to be hoped that they will be able to earn the wages they do at present, and besides they consider that the master is one of such importance that it should be dealt with by the wages board.

The manager has been called upon to wait upon the manager on Saturday, but it is said that they did not get any definite reply.

To secure a public holiday the men will not go to work to-morrow, and an arrangement is come to in the meantime the men will not go to work to-morrow.

The object of Sir John Kirk's visit is to ascertain that the Commonwealth is not awaiting the arrival of the miners, and to make arrangements for the payment of wages.

Mr. (Laughter). "We shall appeal to you again." (Great applause.)

THE REPEAL OF THE FARMER.

Their opponents had one eye, and he thought both eyes, on the farmers, and their voice was that the farmers would not be able to compete with the foreigner, and that would destroy their industry. It would not (Applause). They would prosper, and perhaps a little more than others. Who were these people who were so anxious to support the farmers? People who had fought them, and were behind the squatters, preventing the farmers from getting a fair deal (Applause). And the team received a further ovation at Tilbury.

Sept. 29. **ROASTING THE TEAM AT ST. PANCRAS.**

A huge crowd of spectators farewelled them at St. Pancras Railway Station. Amongst those present were Lord Harris (Kent), Lord Hawke (Wales), Sir J. Hall (Yorkshire), Messrs. C. B. Fay (Hampshire), H. G. L. Lee (Somerset), Mr. G. E. Green (Berkshire), President of the Marylebone Club, J. R. Marco (Kent), A. E. Stodart (Middlesex), and many county cricketers. Mrs. P. F. Warner was accompanying the team.

During the crush at St. Pancras railway station Mr. Warner's inner pocket was picked, the thief securing some valuable papers and the party's steamer tickets.

Mr. Warner's sister-in-law also lost a diamond-studded watch.

Sept. 29. **TOASTING THE TEAM AT ST. PANCRAS.**

A huge crowd of spectators farewelled them at St. Pancras Railway Station. Amongst those present were Lord Harris (Kent), Lord Hawke (Wales), Sir J. Hall (Yorkshire), Messrs. C. B. Fay (Hampshire), H. G. L. Lee (Somerset), Mr. G. E. Green (Berkshire), President of the Marylebone Club, J. R. Marco (Kent), A. E. Stodart (Middlesex), and many county cricketers. Mrs. P. F. Warner was accompanying the team.

During the crush at St. Pancras railway station Mr. Warner's inner pocket was picked, the thief securing some valuable papers and the party's steamer tickets.

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Sept. 29. **THE OVALIE.**

The Ovalie is due at Adelaide on November 4, and the English team will commence their tour at the city of choice on the 16th of that month. The pocket-picking incident recalls the theft of A. E. Stodart's watch at Brisbane during the 1897 tour. His loss was replaced by the Marylebone Club and Sydney Cricket Ground authorities.

INTERNATIONAL RUGBY.

AUSTRALIAN TEAM'S THIRD VICTORY.

Sept. 30. **LONDON.**

The Australasian Rugby team defeated Broughton Rangers at Manchester by points to 8. There was an attendance of 1,000.

C. McMurtry (forward) scored the first try for Australasia, A. R. H. Francis converting. Broughton Rangers equalized the score, then C. J. Russell scored another try, which he also converted. Before the interval the home side scored another try.

The Australasian team attacked vigorously during the second half, Hallett and Francis scoring tries, and won by 18 points (three goals four tries) to 8 points (one goal two tries).

There are many grafting features about this victory. The Broughton Rangers were the first club team to meet the Australasians, and they were quite unable to do them justice. It was more difficult to defeat than either of the teams already defeated. The fact that A. R. Francis has struck form as a fullback, a man of great physique, and K. Kangaroo was defeated by the Broughton Rangers by 14 to 12 (2 tries 3 goals to 2 tries 4 goals).

ENGLISH BILLIARDS.

Sept. 30. **LONDON.**

Mr. McGowen, the State Preceptor, was told he was an enthusiast of the game, and he believed that whatever might be given to the power to effectually carry out this matter. "We shall appeal to you again." (Great applause.)

Mr. N. GOWEN'S ADDRESSES.

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## THE DERBY.

## GLORIOUS DAY.

## FAIR GIRLS AND FINE HORSES.

## RECORD ATTENDANCE.

"Pay Cisco!"  
"Pay the winner!"  
"Pay, pay, pay!"

The Derby was over, and Babel was gone.

The Germans, who say that they had never been to a race meeting before, went out to Randwick to see the Derby and Epson. Just as the horses had started in the Derby, an elderly, lame-looking gentleman, with side whiskers, came up the grand stand, and sat down beside them. "This ought to be a good race," said he. A very staid, quiet gentleman he seemed.

The race started. The horses were bunched, they shinned out, then buncheted again. Then one shot out ahead of the others. Another followed. The others followed, and the buncheted ones shot forward. There was a bunch all over the stand, as if people were holding their breath in expectation of some direful calamity, and he was the first to break it. "St. Medes!" he murmured. He gave a hurried glance at the Germans. "St. Medes?" he repeated, a little louder. He was now standing on tiptoe, and his hat fell off, and he made no attempt to pick it up. Instead, one of the Germans acted as if he had given it to him. "He took it, and it went off over his head, and instead of saying 'Thank you,' said 'St. Medes! St—'"

He stopped, something had happened. Other voices were rending the air now. He seized his German by the arm excitedly, and jumped up and down. "Jacamar! The favourite!" he shouted. "Jacamar! . . . Cisco! Give me 2 to 1 Cisco!"

For Cisco waiting the opportunity, had sprung from the corner with a mighty leap, and was leading the way in fine style.

Round the bend he came. Jacamar at his heels and the rest in a bunch behind. And that way they came down the straight. "Cisco! Jacamar! Cisco wins!"

There is something strangely exciting about a great horse race. It is not the size of a Persian cat, but when you are asked to go and run, you dusted himself on the ground that everybody knew one horse could run faster than another without going to a race-course to see it, but the Shah of Persia does not know much about sport. It is, perhaps, not much the race that makes the excitement—though there is a glory in a hard-fought contest—but it lies in the fact that nearly everybody has an interest in the race, and he is in, seeing one or other of them win, in watching his "fancy" come home.

So the thousands on the lawn, steady, unmoved, as the horses take their places at the post; and see them a moment later when the horses have started in the race. First they stand on tiptoe and crane their necks forward, then they move up on tiptoe, then they move down, then they move up again, to move to, to move about, to jump about; forty or fifty thousand hearts begin to beat faster and faster, arms shoot up into the air, hats are waved overhead. They all do it; men and women, and half of them don't know they are doing it; the contagion is in the air, that is all; the great contagion of human crowds and human excitement.

So the quiet, elderly gentleman in the grand stand came to say "Cisco! Give me 20 to 1 Cisco!" So it was the two Germans, being themselves the virtual owners of the horses, who were called upon to say something. "Yah!" and were a few seconds later informed by the gentleman with the side whiskers that they had been the cause of their astonishment.

Cisco was a man with a very gloomy expression on his face. One would have said he had been a heavy loss. "I'm backed," he said. "I'm a 20 to 1, and I'm wild because I didn't take thirty to two." A man who can take a bough with a smile is a man who can take a fence with a smile, but a man who is wild is happy in this world.

It is a sight when a race is over to see the grand stands empty, and the people, having away from the scene. The Germans, having heard about English customs, thought the people went to have afternoon tea after every race, and when they had seen this, after they had seen it, they would have some, too, in the tea-room with the crowd; but instead of getting into a tea-room they found themselves under the roof of the struggling tea-room, the struggling for head-life in the midst of the crowd. They soon saw what the attraction was. A score or more of ladies, their calculators were giving exhibition of their skill, and the tea room was crushing round them to watch their dexterity. Even the ladies.

These lightning calculators are marvels. Not only do they arm with books and slide rules and work out mathematical problems with starting rapidity and unerring certainty, but they have a way of doing it that fascinates the rest of human nature, the problem they show out explanations of the problem they do not tackle that are quite as good as any, but the initiated, but it becomes worse confounded when you are near them. The Tower of Babel had not more confused a man with a mountain, "Pie in the sky" is a pure falsetto.

"Pay the winner! Pay the winner!" says cracked baritone.

"Pie, pie, pie!" croaks a basso profundo, the pie in the mud.

"Pay placed horses," says a little fellow, as I'm talking to him.

"Take it to 20 to 1 about another, who talks from the side of the track."

And a check and a lot more, is going on at the same time, so that a stranger is apt to be very much bewildered at the track, and out what is the race is awful. "Two to what is one bar one?"—"Five to one bar one!"—"Five to one bar one!"—"thirty to three to you Sir!"

And so it goes on.

The extraordinary thing about these men is that, though they have to keep so many in their horses, they never seem to make any mistakes. When they went to school they probably took first prize, but their professional and your professional reciter can make mistakes, and it doesn't matter; if they forget a few notes, or a few words, they can put it in with a professional bookmaker, the man who makes these lightning calculations on a race-course, mustn't forget his figures, because it will cost him lots of money, he calls out.

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bras, sport-loving crowd, and they gathered at Randwick on Saturday, between forty and fifty thousand of them, to see the Derby and the Epsom, run out of sheer love for sport, and because they wanted to see everybody. Everybody was there on this beautiful spring day—the Governor-General and Lady Denman, the Lieutenant-Governor and Lady Cullen, Judges and Jockey Club members, and from the country, to say nothing of those who came from other States and New Zealand. The horses being mounted in the grand stands, and the grounds never looked better. The new public decked St. Leger stand, which was used for the Derby, was a grand affair, and all the other stands were crowded, while thousands strolled up and down the lawn. It was, among other things, a great day, with the ladies in hats and cigarette cases, and the day of Beautiful dresses.

The heavy rainfall on the eve of Sunday, and the cool, drizzling weather, was not the opening of the spring campaign at Randwick, for the track was in excellent condition, owing to the porous nature of the soil, and the weather was not so bad as to interfere with the racing. The Derby was a great success, and the ground was a picture of beauty, with the flowers in bloom, and the grass green and the trees in full leaf. The horses were in excellent condition, and the racing was a great success, with the horses in fine form, and the jockeys in full spirits.

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